

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:45 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 443 Const Calendar Day: 16 Date: 20-Jun-2012 Wednesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

There is work in the field today, but no inspection by me today.

**ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
WEST DEVIATION SADDLES AND JACKING SADDLE:**

Conversation with Levi Gatsos about 2 issues regarding the upcoming jacking and west deviation saddle work as follows:

>WDS-N, WDS-S, and WJS tie rods have not been stressed yet. ABF has stressing equipment on order, and it is scheduled to arrive at the end of June, so that these rods can be stressed before load transfer, as required. Levi confirms today that the equipment is still scheduled to arrive by 6/29/2012, and then ABF will schedule ironworkers to stress these rods.

>WJS shims will be attached to each other by black A490 fastener assemblies. The material is scheduled to arrive mid-July. These assemblies are permanent material, so Caltrans QA sampling and testing is necessary. ABF on-site rocap, minimum tension, and inspection torque determination are required. After installation in the field, checking with a torque wrench is required to verify that the inspection torque has been met.

CCO 240, JACKING SADDLE JACK CALIBRATION:

Brian Boal and I meet with Adam Roebuck and Levi Gatsos of ABF to discuss calibration of the jacks for the jacking saddle work. The calibration is scheduled for the first week of July at Schwager Davis. There are 4 sets/pods of 4 jacks each. Each set/pod of 4 jacks will have the hydraulics plumbed for a single gage. Each jack in the set/pod of 4 jacks will be individually calibrated (obtain a calibration curve) with a primary gage and a secondary gage. Additionally, there will be 2 backup jacks and each jack will be calibrated (obtain a calibration curve) with each gage, primary and backup that will be used with the other jacks. The number of calibration curves is as follows:

16 jacks x 2 gages = 32 calibration curves

2 jacks x 8 gages = 16 calibration curves

Total of 48 calibration curves

In addition, we discuss performing an overall verification of each set/pod of jacks together - use all 4 jacks together with a single gage and verify that the overall load adds up to the sum of the 4 loads. This will be done with each of the 4 sets/pods of jacks without using any of the backup jacks. Doing this with the



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backup jacks will result in many possibilities, because of all the planned jacks that could be swapped with a backup jack.

INSPECTOR OT REMARK:

2 hours OT: Work in the office on cable band gaps and cable band bolt tension issues - setup spreadsheet with plots to summarize cable band gaps and cable band bolt tensions, per management discussion in this afternoon's CAT meeting.